

Intimations.

DAKIN BROS. OF CHINA LIMITED.

CHEMISTS

AND

AERATED WATER

MANUFACTURERS.

DAKIN'S

LEMON

SQUASH.

THE FAVORITE

HOT WEATHER DRINK.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., LD.

WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. (For Invalids and general use).

	Per Case.	Per Bot.
A Alto Douro, good quality, Green Cap.	\$10	\$1.00
B Vintage, superior quality, Red Cap.	12	1.10
C Fine Old Vintage, superior quality, Black Seal Cap.	14	1.25
D Very Fine Old Vintage, extra superior, Violet Cap.	18	1.50

SHERRIES.

A Delicate Pale Dry, dinner wine, Green Cap.	6	0.50
B Superior Pale Dry, dinner wine, Green Seal Cap.	7.50	0.75
C Manzanilla, Pale Natural Sherry, White Cap.	10	1.00
C C Superior Old Dry Pale Natural Sherry, Red Seal Cap.	10	1.10
D Very Superior Old Pale Dry, choice old Wine, White Seal Cap.	12	1.10
E Extra Superior Old Pale Dry, very finest quality, Black Seal Cap.	14	1.25

CLARETS.

A Superior Breakfast Claret, Red Cap.	4	\$4.50
B St. Estephe, Red Cap.	4.50	5.00
C St. Julien, Red Cap.	7	7.50
D La Rose, Red Cap.	11	12.00

MADEIRA, HOCK AND CHAMPAGNES.

FULL PARTICULARS OF THE VARIOUS BRANDS IN STOCK ON APPLICATION.

BRANDY.

A Hennessy's Old Pale, Red Cap.	\$13	\$1.20
B Superior Very Old Cognac, Red Cap.	15	1.40
C Very Old Liqueur Cognac, Red Cap.	20	1.75
D Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Cap.	30	2.50

SCOTCH WHISKY.

A Thorne's Blend, White Cap.	8	0.75
B Watson's Glenorchy, Mellow Blend, Blue Cap.	8	0.75
C Watson's Aboulo-Glenlivet, Red Cap.	8	0.75
D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Cap.	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Cap.	12	1.10

IRISH WHISKY.

A John Jameson's Old, Green Cap.	8	0.75
B John Jameson's Fine Old, Green Cap.	10	1.00
C John Jameson's Very Fine Old, Green Cap.	12	1.10
D Gessie's Bourbon Whisky, fine old, Red Cap.	10	1.00

GIN.

A Fine Old Tom, White Cap.	4.50	0.40
B Fine Unswamped, White Cap.	4.50	0.40
C Fine A. V. H. Geneva	5.25	0.50

RUM.

Finest Old Jamaica, Violet Cap.	12	1.00
Good Lecward Island, \$1.50 per Gallon.		

Benedictine Maraschino Curacao Housling's Cherry Cordial Chartreuse Dr. Slegers' Angostura Bitters, &c.

PRICES ON APPLICATION.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY, HONGKONG A.D. 1842.

Hongkong, 4th February, 1892.

BIRTHS.

At Shanghai on the 30th May, the wife of JOSE THOMAS DE SOUZA, of a daughter.

At Newchwang, on May 2nd, the wife of WILLIAM CREEK, of a daughter.

DEATHS.

At Newchwang, on May 18th, FLORENCE ROY, the dearly beloved wife of William Creek, 1, M. Customs.

The Hongkong Telegraph.

HONGKONG, TUESDAY, JUNE 7, 1892.

SHAREBROKERS LET LOOSE.

We reproduced on Saturday from the *London and China Express* an article on the Hongkong Share Market. The article itself contains a few ordinary truisms, and the comforting information that Hongkong has the financial world in general as a companion in misfortune. For this bit of consolation we offer thanks, though we are of the opinion expressed by a late well-known river captain that "we don't want no damned sympathy." We would have passed by our London contemporary's remarks, but for their apparent "raison d'être." That "raison d'être" would seem to be a circular published on March 19th, 1892, by a local firm of sharebrokers, known as Messrs. COHEN & GROSS. We have a copy of this compilation, and whilst giving such credit as may be due to its compilers for their laborious arithmetical days and nights, we venture to say that as a commercial document it is not worth much. That its publication can have done any good to any one is extremely problematical; that it has weakened the knees of those already weak is fairly to be deduced.

That "figures don't lie" is an old saying, but it has a modern adaptation, which is that "figures can be made to show anything." Now supposing the base of figures in Messrs. COHEN & GROSS's circular to be correct, it follows as an arithmetical certainty that, if the process of subtraction has been correctly done, then the resultant figures showing a depreciation of \$18,268,000 must also be correct. But these are figures and only figures, and we do not think that their compilers took a sufficiently wide, backward, or even common-sense view of the subject they undertook to handle. The base upon which they started to work was, with a few exceptions, a point of departure, March 19th, 1891, and a point of arrival, March 19th, 1892, taking into account the course which the share market had been following for months previous to the 19th March, 1891, nor any notice of the causes which led to the quotations given by them. Equally they give no sketch of the decline nor the causes which brought about the results which their circular shows. No figures, only figures! They undertook just such a labour as a school-boy wishing to be first in arithmetic would undertake.

We will take Hongkong and Shanghai Banks as one first instance to prove the instability of the base. That this stock was forced up by a clique of errant "bulls" must have been as well-known to Messrs. COHEN & GROSS as it was to everyone in the place interested in shares. That it was forced up with evil intent guided by supreme recklessness, wild exaggeration, and folly is as much a matter of common knowledge as the result of the failure of the forcing is a matter of common woe. But while the price was being forced up, whilst thousands of shares were being taken and paid for by the "bulls," surely there was some profit to somebody! Surely very considerable sums, many lakhs were "scooped in" by the sellers of these thousands of shares? And surely these profits, actually made and paid, should be counted in some measure against the great depreciation you figure out, Messrs. COHEN & GROSS? The profits were not made after your date of March 19th, but they were made before, and doubtless in many cases yet remain in safe custody.

We cannot go through the very lengthy list of shares in the circular; neither our own time nor our readers' patience would stand it, but we will generally draw attention to the fact that the starting quotations on which the first calculation is made were quotations which, though existing at the date, were the result of a forced and speculative business, which had been going on for months before. They were not the quotations of a sound and healthy market, but of a wildly speculative one. So with the quotations of the final date the 19th March, 1892. They are no more true than were the others. They were the effect of surfeit and nausea generally, but particularly the surfeit and nausea of a few.

Also, Messrs. COHEN & GROSS—seemingly for no other reason than to "foul their own nest" or to bring Hongkong sharebrokers and dealers prominently before the world as "mostly fools," help to swell their figures of depreciation by dragging in every cursed swindle for which Hongkong never was responsible beyond the shares they bought on good advice and sound recommendation. Heaven knows we have been fools all round; but give us a rest, Messrs. COHEN & GROSS, and we will "resurge," and don't you forget it. It does not follow that because some poor devil is compelled to drop the Bank market by a sale of 10 per cent. under the rate that he lowers the whole capital of the Bank pro rata; nor does he raise it by a transaction of the opposite nature.

TELEGRAMS.

A PETROLEUM TANK STEAMER.

LONDON, June 3rd.
The *Mavis*, owned by Messrs. Samuels, the first steamer intended for the transport of petroleum in bulk through the Suez Canal, has been launched from Gray's shipbuilding yard at Hartlepool.

June 4th.
The OAKS, of 4,500 tons, the winner to receive 3,800 tons, the nominator of the winter 400 tons, the owner of the second 200 tons, and the owners of the third 100 tons, out of the race for three years old fillies, got, each about a mile and a half 194 subs.

Baron de Hirsch's br. 4. La Flèche, by St. Simon—Quiver.
Duke of Portland's b. f. The Smew, by St. Simon—Golden Eye.
Colonel North's b. f. Lady Hermit, by Hermit or Galopah—Vellada.

THE KAISER AND HIS GRANDMA.
The Emperor William will visit Queen Victoria at Osborne in July.

LOCAL AND GENERAL.

H.M.S. *Linnet* arrived at Shanghai on the 2nd inst.H.M.S. *Redpole* arrived at Shanghai from Wuhu on the 3rd inst.The Russian steamer *Orsk*, from Nagasaki, is at Hankow loading a cargo of tea for Odessa.The silk ex R.M.S. *Empress of India*, from Hongkong 7th May, was delivered in New York on the 6th inst."AN OPEN LETTER" to the Directors of the Hongkong and Shanghai Banking Corporation will appear in to-morrow's *Telegraph*.The steam-launch *Perseverance*, now under command of a Chinese skipper, is still running between Hongkong and the Holy City.The P. & O. S. N. Co.'s steamers *Formosa* and *Nizam* left Singapore on the 5th inst., the former at 2.30 p.m., and the latter at 3.30, for this port.

The returns of the number of visitors to the City Hall Museum for the week ended June 5th, are—Europeans, 143; Chinese, 1,746; total 1,889.

It is notified in the *Gazette* that Lieut. John Trevelyan Sterling, of the Coldstream Guards, has been appointed *ad-ide-camp* to his Excellency Governor Sir W. Robinson.

An Emergency meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30, for 9 o'clock precisely. Visiting brethren are cordially invited.

We respectfully offer the Hongkong Government our hearty felicitations having abolished the brutal regulations regarding the wearing of fetters in Victoria Gaol, sanctioned in October last year.

The Canadian Pacific Railway Co.'s Royal mail *Empress of Japan*, Capt. G. A. Lee, from Hongkong, left Yokohama for Vancouver this afternoon, having on board 125 saloon passengers.The remains of H. E. Liu Jui-fen, formerly Chinese Minister to England and more recently Governor of Kuangtung, left Shanghai on the morning of the 1st inst. by the *Kiangyih*, for the home of the deceased.

On Sunday, the 29th ult., Singapore was visited by heavy rains, which flooded large tracts of country and covered some of the roads to a depth of three or four feet. The collection at church was the lowest on record.

The well known Russian cruiser *Stowich*, with several swift torpedo-boats, for Vladivostok, will appear in Far Eastern waters at an early date. Some of the torpedo craft are said to be capable of tearing through the briny at the rate of 26 knots per hour.

We regret to have to draw the attention of the officers of the new regiment, One Very Own, to the conduct of their men when turned loose on this side. They seem unable to discriminate between respectable females and prostitutes, and a case has been brought before us in which a European lady was most grossly insulted.

When the *Empress of China*, which arrived here from Vancouver on Sunday morning last, called at the Victoria wharf, the termination of her last trip across the Pacific, the first-class passengers presented the commander, Captain R. Archibald, R.N.R., with an address testifying their appreciation of the courtesy of himself and officers while en voyage.Mr. LO HOK-PANG, the late levanted commander of the H.M. & S. Bank, has been succeeded by Mr. Lau Yee-chien, J.P., of the Tong Shan Wo kong, a well known house in the San Francisco trade. The Bank has this time "locked the stable door" to the extent of \$100,000 cash and \$200,000 property, and not as stated by the *China Mail*.

It is reported that under instructions from the authorities of Lisbon, His Excellency the Governor of Macao has offered the Macao Opium Farm to the syndicate that offered the highest and most advantageous terms for the monopoly in March last. If this is so—and it appears credible enough—the old Farmer will have his provisional contract cancelled.

The police having been specially directed to come on like a thousand bricks on Manila lottery ticket-sellers, the detectives credited with working themselves almost to death in this holy mission. One of the "Force," John Green, who succeeded in catching a Chinaman on board the steamer *Fokien* yesterday afternoon, while he was endeavouring to dispose of a lucky number to the chief engineer, who wouldn't "take" a word a cent. But the detective did, and the result was that the hapless heathen was fined \$25 by the Magistrate at the Police Court this morning. For the information of those who take a deep interest in the Manila "charade" it may be mentioned that the dealer attempted to destroy coupons No. 12, 18, and 14, 84, which may possibly be lucky shots in the next drawing, much to the disgust of the chief engineer who wouldn't deal.

We have to acknowledge receipt of the annual report of the Superintendent of the Botanical and Afforestation Department for the year 1891, which was laid before the Legislative Council this afternoon. It is not of sufficient interest to warrant our giving it space in our columns, in fact we are unable to see any justification for the Government having spent valuable time and money in publishing such purposeless rubbish. There is nobody in this colony who cares a tinker's what the name whether Chinese *Ginger* is called by the *English* or the *Portuguese*, and it is hardly worth the trouble to name down our throats Mr. Charles Ford's and Mr. Percy Groom's contributions to *Ginger* to the *New Bulletin*. In its own particular line the Afforestation Department has done good work in Hongkong since Pope Hennessy's time, but it must stick to its own line of country or put up the shutters; local ratepayers have no money to provide for scientific botanical facts. What the public would like to know, however, is the cost of the new station which has lately been built as a residence, etc., for Mr. Ford. Perhaps some one of the unofficial members will see fit to ask a question on this point at the first favourable opportunity next Session!

THE RUSSIAN STEAMERS *Peterburg* and *Saratoff*.

from Hankow with tea for Odessa, passed Chikiang on May 31st.

The consul for Spain has kindly forwarded for publication a copy of a telegram received from Bolinas, dated 5.10 p.m., June 6th—“There is another centre of barometric depression in the China Sea.” It will be as well to look out for a typhoon to-morrow.

COLOUR-SEROT, Reynolds, of the Shrophire Light Infantry, who is in charge of the guard at Queen's Road barracks yesterday, suddenly dropped dead about 10 o'clock last night. The deceased had just completed his term of service. Cause of death supposed to be heart disease.

"CHINA'S SORROW" again on the war-path. About a fortnight ago the Yellow River overflowed its banks in Shanung province, owing to heavy rains, and great distress has been caused. The Taoist of Fengchau, Tai-chou, and Ching-chou has wired to the Shanghai Philanthropic Society for immediate relief.

The Poron coal mine, which is the richest coal mine in the Hokkaido, and which it will be remembered took fire in March last, continues to excite the anxiety of the engineers in charge, the fire having baffled all efforts made thus far to extinguish it, notwithstanding the confident reports first made that the danger would soon be got under control.

The Free Ferry Office at Peking being in want of funds, the provincial authorities have issued a proclamation imposing an additional salt tax of four cash per picul. These free ferries, says the *Shanghai Mercury*, are notable institutions in China, and are usually endowed; some are maintained by subscription, which in the present case is inadequate, rendering necessary this increase of taxation.

Quite a strong North-easter burst upon the Colony yesterday afternoon and continuing up to the present time, is most welcome to all but a few boatmen who hadn't time to get out of the way and so fell in for a shake up and a ducking. A few this pleasant change is too unseasonable to last though. Six Chinese were rescued from drowning at West Point yesterday by two Portuguese gentlemen.

The protection of Mr. D. S. Bessley by the Hongkong and Shanghai Bank at Yokohama for obtaining money under false pretences, promises to prove a considerable interest to shareholders of the great local Bank. After Mr. Bessley has been "put through" we trust that a similar policy will be pursued in Hongkong with numbers of well-known backsliders who have obtained money under "false" pretences, or on *hogus* securities.

A CORRESPONDENT writes to our Shanghai morning contemporary under date of May 31st:—Trade is falling off. Dear millet is said to be the chief cause. The price, 1.50 per 300 lbs., is much higher than usual, and unless we have prospects of a very good harvest all branches of business will suffer considerably, for the poor people and the cattle depend on the supply of millet. There is only one steamer in port, the *Seokhow*, and only one sailing vessel, the barque *Elisabeth*.

REFERRING to our new Indian regiment, the *London Globe* says that there is some idea of reducing the difficulty as to linked battalions by eventually withdrawing the European garrison not only from Hongkong but also from the Straits Settlements and Ceylon. In this way three European battalions would be relieved by Indian regiments. Nothing will, however, be done until the Hongkong arrangement has been thoroughly tested. Should it prove quite satisfactory, the authorities may increase the number of Indian regiments and carry out this scheme.

THE Foochow correspondent of the *N. C. Daily News* writes on May 28th:—"The arrivals of post tea crop are reported at 35,000 chests. But few chests have been shown so far. There is nothing in these to lead to the expectation that the quality of the crop will be any better than last year. It is thought improbable that the market will open within a fortnight of the present time. All is quiet in the country.—H.M.S. *Linnet* arrived here on the 30th inst.—Mr. Phillips, H.B.M. Consul, is leaving from the office end of the month. He will be relieved by Mr. Hurst, who is here.

A RATTLENAKE, measuring some five feet in length, was seen entering the Naval Yard on Saturday evening last, and was instantly killed by the constable on duty at the gate—a bold young Highlander who has had some previous experience in snake-killing in Ceylon. It has been suggested that the reptile which met its fate on Saturday was attracted by the dulcet strains of a bagpipe which was being blown by another young Scot in the police quarters but we rather think that the slogan of "What a friend we have in Jesus" by another convict, who has lately discontinued imbibing cantenporter and joined the Salvation Army, was the article that actually "fetched" Eve's old dum.

UNDER DATE May 30th the Nanjing correspondent of the *Shanghai Mercury* writes:—"The Christian Missionary Convention has taken place here, according to the programme circulated. The most interesting papers were 'Woman's Work' by Miss Slicker, and 'Ecclesiastical Work' by Rev. W. P. Bentley. The Viceroy returned last Friday and has already put to death another alleged member of the *Kolam-Raid*. It is said that Li Hung, whose only crime seems to be that he was born in China, has been put to death. He will soon be set at liberty, a poorer but a wiser man. It is a common practice in China to trump up charges against such men, in order to get their money. It takes all the wealth they have to enable them to escape the clutches of the law. The proverb says 'If you don't get into a lawsuit it is a priceless treasure.' Today is the great fifth moon festival, but everything remains quiet.

At the Police Court yesterday a Portuguese named da Rosa was charged with stealing money and clothing to the amount of \$280 from S. Redi, late travelling agent for Woodyear's circus, but now, we understand, on his way to the Straits and Java with a Japanese company of blowers. The evidence showed that the prisoner travelled in the same cabin with the prosecutor, on board the *Canton* from Shanghai to Hongkong, and helped himself to the money from a box. On a search being made all over the ship, prisoner was found to have some of the money concealed about him. He stated that the cabin-boy stole the money and the box (which could not be found) and gave him \$17 to say nothing. Prisoner said that he gave passage by favour of Messrs. Jardine Matheson's head clerk in Shanghai, and had no baggage at all. There was no evidence against the boy, who was accordingly dismissed, but the Portuguese was sent to goal for six months. The prosecutor has informed us that he attempted to levy blackmail on Messrs. Jardine, Matheson & Co. in the most impudent manner on the strength of this case, asking for a free passage to Penang, and threatening to bring with all the terrors of exposure if they refused. He further had the 'idea' of telling us that he was the 'prisoner' who had been world set on their track, and even that he did not care then.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Mr. Fielding Clarke, Acting Chief Justice.)

June 7th.

JESSEN V. STEVENS.

This case was continued to-day, the parties being represented as before.

Capt. John Speechley, further cross examined by Mr. Francis, said he began getting up evidence for the defence in this case last year, under instructions from Mr. Stevens. Did not consider himself under Mr. Vogel any longer. When the vessel returned, she was no longer chartered by him. That was in July. He was not then getting up evidence for Vogel in his case against Stevens; that case was then quite ready. Did not commence getting it ready as soon as the *Amigo* started; did not know there was going to be a case. Had all the facts in his diary, as he always noted everything of this kind. Had a note of when he got the *Velos* ashore, the *Nepos* ashore, and the *Peking* in collision. He was not in charge at the time of the collision. It was not unusual to get ashore in Canton River. Witness thought the *Amigo* was in good condition when she went to Macao. He thought her slowness was due not to foul bottom, but to going a wrong course and not working boilers fully. Witness and Vogel went to Wiler and told him so, but he would not believe it. After that, Vogel sent the telegram to Amoy, ordering the ship not to look this was not by advice of witness. They had conversation about the collision, but Amoy witness said they would not, Vogel said they would. Witness thought the increase of revolutions after leaving Honolulu was caused by using more steam. The ship might have got foul between Amoy and Honolulu, the course they went. The coal consumption, he thought, could not be as stated. Running below her full number of revolutions she must burn less. Witness came to China as able seaman originally. Got his master's certificate in 1869. Joined the Colonial Service as captain of a man-of-war—as master of an armed junk.

The witness then read extensive extracts from his diary, detailing his doings when the *Amigo* was being sent away. Mr. Francis pointed out that the style of the entries varied suspiciously, as if parts had been put in subsequently, for a purpose. Witness explained that it had all been written as it happened, but was not carefully prepared with a view to being read in Court.

His Lordship:—That is what makes it the more valuable.

After the reading of a large portion of the diary, his Lordship said that much of it was evidently written afterwards.

Witness, further cross-examined, said all the entries were made within a few days of the periods referred to. He made notes of events on loose slips of paper, and copied them into the diary almost day by day.

Re-examined:—Before this case came on, Vogel tried to arrange the dispute with Stevens by arbitration.

Captain Clarke, of the *Huangshan*, said he had been 15 years in the river steamer service. On September 24th last, there was a very heavy blow at Macao. The *Amigo* rolled on her side. In the summer months, especially September, the water along the Macao beach is comparatively fresh. Where the *Amigo* was lying, very likely the water would be half fresh. The *Huangshan* is two-thirds of her time in Macao waters. She docks every six months. Witness found only a slight growth of barnacles on such occasions. Ships foul badly in Hongkong, about the water line most easily, where the paint is more rubbed off.

Cross-examined:—Witness had known vessels be just where the *Amigo* was, but it was uncommon. Never knew steamers foul badly in Macao. Witness was on a steamer called the *Alba* some years ago in Hongkong which lay 15 or 16 days opposite the Canton wharf and fouled badly. Then she went to Achen, with little cargo, and went slowly, but witness could not remember any details.

In reply to the jury:—It was not a fact that the *Huangshan* was cleaned by often scrubbing on the bar at Macao.

Capt. W. H. Walker, of the *Bligh*, said that he got from Hongkong to Honolulu direct he would go through Formosa Channel, across the Eastern sea, and up to parallel 30. To Salina, Cruz he would take much the same route. "Thus he would get the Japan-Stream, with him across the Pacific, and would be out of the trade winds coming from the east. The southerly course marked on the chart produced would not be a good one. Barnacles would grow more in warm water.

By the Court:—In a small steamer, going up Formosa Channel against a strong wind, with a very foul bottom, he would turn and go up under the lee of the island.

(Case proceeding.)

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. There were present:—H. E. Sir W. Robinson, K.C.M.G., Governor; Mr. G. T. M. O'Brien (Colonial Secretary); Mr. W. M. Goodman (Attorney-General); Mr. F. A. Cooper (Director of Public Works); Mr. J. H. Stewart-Lockhart (Register-General); Mr. P. H. May (Acting Colonial Treasurer); Mr. R. Murray Ramsey (Harbour Master); Messrs. T. H. Whitehead, C. E. Chater, E. R. Bellion, and Ho Kai.

MINUTES.
The minutes of the last meeting were read and confirmed.

FINANCE.
The Colonial Secretary laid on the table financial minutes recommending payment of \$1,500 for incidental expenses in the police department, \$27 for loss on exchange in the Gap Rock Telegraph works, \$1,200 for the gas (clothing) and \$5,000 passages, etc., for police, which were all referred to the Finance Committee.

REPORTS.
The reports of the Afforestation Department for 1891, and the report of a meeting of the Public Works Committee on May 12, 1892, were laid on the table.

THE PEAK OBSERVATORY.
In reply to Mr. Bellion the Colonial Secretary said the Government had no intention to establish an observatory at the Peak at present nor at any time until the completion of other more necessary public works.

THE WEATHER COMPENSATION BILL.
The Attorney-General said that he had received on Saturday suggestions for extensive alterations in this Bill, which was down for second reading to-day; but evidently the matter required further consideration, and it was necessary to avoid all hasty legislation, so he proposed to hold the Bill over until next Session.

Mr. Chater seconded the motion for postponement. He had hoped that some suggestions might be made, but Mr. Goodman and Mr. Francis could not agree; during the recess, however, the matter might be arranged, and he hoped it would.

The Bill was accordingly allowed to stand over.

FINANCE COMMITTEE.
The Council then resolved itself into Finance Committee, to consider the financial minutes referred to above: the Colonial Secretary presiding.

Mr. Whitehead suggested that in case of sterling payments the Treasury ought to call for tenders for exchange from the Banks.

The Chairman said that should be done.

The Chairman explained at great length the Gap Rock arrangements. The *Daguer* light is to be abandoned when the *Wagon* light is finished—early next year probably. The approach of steamers will be signalled from Gap Rock to the Post Office, and thence to Kowloon, where signals will be hoisted.

Mr. Whitehead very strongly approved of the scheme. The Gap Rock cable cost \$37,000, and it ought to be put to some use. The improved signalling arrangements would be an immense boon to the Colony.

Mr. Chater endorsed the remarks of Mr. Whitehead, and the votes were passed.

As the Council will probably not meet again until October it was agreed that the money be spent without further formal discussion in Council.

THE RECESS.
On the resumption of the sitting of Council, His Excellency said:—Gentlemen, I am glad to be able to release you for a time from further attendance in the Council without any prejudice to existing interests. This Session, if I may so call it—and I am fully impressed with the necessity for having a regular session—has been unusually short, but it has not been a barren one. The few new Ordinances passed will, I hope, prove useful, and the amending Ordinances will at all events have the effect of staying a certain amount of irritation to which the original Ordinances may have given rise. I have to thank the hon. unofficial members for their assistance in the work of the Session. As practical men of business I set a very high value on their services. With them I fully believe in the necessity for economical administration of the colony's finances. If I did not consent to the proposed Commission of Inquiry, it was not because I did not appreciate the weight of their arguments, but because I feel that it is peculiarly within the province of the Governor, and I am not prepared to admit

Commercial.

LATEST QUOTATIONS

Hongkong and Shanghai Bank—110 per cent. prem., buyers.
 The National Bank of China, Ltd.—on £500,000 paid up—24 per cent. div., sellers.
 The National Bank of China, Ltd.—Founders' shares, \$220 per share, buyers.
 The Bank of China, Japan & the Straits, Ltd.—\$60 per share, sales and sellers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$25 per share, sellers.
 Chinese Imperial Loan of 1884—B—24 per cent. premium, sellers.
 Chinese Imperial Loan of 1884—C—2 per cent. premium, buyers.
 Chinese Imperial Loan of 1886—E—14 per cent. premium.
 Union Insurance Society of Canton—\$89 per share, buyers.
 China Trade's Insurance Company—\$59 per share, buyers.
 North China Insurance—Tis. 235 per share, ex. div., sellers.
 Canton Insurance Company, Limited—\$97 per share, buyers.
 Yangtze Insurance Association—\$102, buyers.
 On Tai Insurance Company, Limited—Tis. 150 per share, buyers.
 Hongkong Fire Insurance Company—\$270 per share, sellers.
 China Fire Insurance Company—\$83 per share, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$31 per share, sellers.
 China and Manila Steam Ship Company—27 per share, buyers.
 Indo-China Steam Navigation Company, Limited—30 per cent. discount, sellers.
 Douglas Steamship Company—\$77 per share, sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—\$77 per cent. premium, buyers.
 Geo. Fenwick & Co., Limited—\$144 per share, sellers.
 Hongkong Hotel Company—\$40 per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.
 The Asahi Hotel and Building Company, Limited—\$7 per share, sellers.
 The Shamrock Hotel Co., Limited—\$10 per share, sellers.
 Panjion and Sunghie Dus Samanlan Mining Co.—90 cents per share, buyers.
 The Raub Gold Mining Co., Limited—52 cents per share, sellers.
 Imuri Mining Co., Limited—80 cents per share, buyers.
 The Balmoral Gold Mining Co., Limited—nominal.
 Tongkin Coal Mining Co.—\$180 per share, buyers.
 The Jelebu Mining and Trading Co., Limited—\$44 per share, ex. div., sales and buyers.
 The Selama Tin Mining Co., Limited—10 cents per share, sellers.
 London and Pacific Petroleum Co., Ltd.—23 cents.
 China Sugar Refining Company, Limited—\$132 per share, sellers.
 Luso-Sugar Refining Company, Limited—\$30 per share, buyers.
 A. S. Watson & Co., Limited—\$16 per share, ex. div., sellers.
 Crickbank & Co., Limited—\$10 per share, buyers.
 Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.
 The Kowloon Land Investment Co., Limited—\$8 per share, sellers.
 The Hongkong Land Investment Co., Limited—\$18 per share, sellers.
 The West Point Buildings Co., Limited—\$22 per share, sellers.
 H. G. Brown & Co., Limited—\$37 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$50 per share, sellers.
 Hongkong Rope Manufacturing Company, Limited—\$95 per share, buyers.
 Hongkong Gas Company—\$120 per share, nominal.
 Hongkong Ice Company—\$50 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$80 per share, nominal.
 The Green Island Cement Co.—\$8 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$34 per share, sellers.
 The Hongkong Steam Laundry Co., Limited—\$47 per share, nominal.
 The Hongkong High Level Tramway Co., Limited—\$50 per share, sellers.

EXCHANGE.

On LONDON—Bank, T. T. 2/10 1/2
 Bank Bills, on demand 2/10 1/2
 Bank Bills, at 4 months' sight 2/11
 Credits at 4 months' sight 2/11 1/2
 Documentary Bills, at 4 months' sight 2/11 1/2
 On PARIS—
 Bank Bills, on demand 3/62
 Credits, at 4 months' sight 3/71
 On INDIA—
 T. T. 22 1/2
 On Demand 22 1/2
 On SHANGHAI—
 Bank, T. T. 7 1/2
 Private, 30 days' sight 7 3/4

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. J. G. H. Amherst. Mr. James Mitchell.
 Mr. I. Bouquet. Rev. J. M. Martin, B.A.
 Mr. & Mrs. R. Bowden. Capt. Palmer.
 and family. Mr. Y. P. P. P.
 Rev. A. D. Bitten. Mr. E. B. P. P.
 Mr. Chaudet. Mr. E. B. P. P.
 Mr. S. N. Cohen. Mr. E. B. P. P.
 Mr. Corbett. Mr. E. B. P. P.
 Mr. Juan S. Heras. Mr. E. B. P. P.
 Mr. E. Kruw. Mr. E. B. P. P.
 Mr. J. Krug. Capt. Tillet.
 Mr. Morgan. Mr. F. Vogel.

Shipping.

ARRIVALS.
 Bisagno, Italian str., 1408, L. B. B. 4th June—Bombay 17th May and Singapore 28th, General—Carlson & Co.
 Toanham, Chinese steamer, 938, J. Wallace, 4th June—Shanghai 1st June, General—C. M. S. N. Co.
 Woly, German gunboat, 4th June—Singapore.
 Whampoa, British steamer, 1000, 5th June—Wuhu 31st June, General—Butterfield & Swire.
 Monowry, British steamer, 850, 5th June—Bangkok 28th May, and Koh-chang 20th, General—Yuen Yat Hong.
 Kowloon, British steamer, 966, G. A. Taylor, 5th June—Manila 2nd June, General—Sheehan & Co.

BELOIC, British steamer, 2,665, Wm. H. Walker, 5th June—San Francisco 10th May, and Yokohama 30th, Mail and General—O. & O. S. S. Co.
 ELIZABETH GRAHAM, British bark, 59, Chas. C. 5th June—Albany (W.A.), 29th April, Sandalwood and Root—Order.
 FUSHUM, Chinese steamer, 1,245, Lancaster, 5th June—Canton 5th June, General—C. M. S. N. Co.
 KWONGSANG, British steamer, 980, W. Sleeman, 5th June—Canton 5th June, General—Jardine, Matheson & Co.
 THALES, British steamer, 820, J. Lewis, 5th June—Taiwan 2nd June, Amoy 3rd, and Swatow 4th, General—D. Laprice & Co.
 EMPRESS OF CHINA, British steamer, 6000, R. Archibald, 5th June—Vancouver 15th May, via Yokohama, and Shanghai and May, Mail and General—Dodwell, Carill & Co.
 CANTON, British steamer, 1,110, T. Sellar, 5th June—Shanghai 1st June, and Swatow 4th, General—Jardine, Matheson & Co.
 TITARTOS, German steamer, 1,376, W. Breitung, 5th June—Moll 29th May, Coals—Stemmen & Co.
 NIEBSTEIN, German steamer, 731, L. Albert, 5th June—Newchwang, via Cheloo 29th May, Beans and General—J. Melchers & Co.
 NANSHAM, British steamer, 805, J. Blackburne, 5th June—Saloon 2nd June, Rice—Hop Hing Hong.
 SUNOKIANG, British steamer, 994, C. B. N. Dodd, 5th June—Manila 3rd June, General—Butterfield & Swire.
 KWANTUNG, Chinese steamer, 1,508, R. Li Liao, 5th June—Shanghai 3rd June, General—C. M. S. N. Co.
 ARDAY, British steamer, 1,080, J. Thome, 6th June—Wuhu 1st June, Rice—Jardine, Matheson & Co.
 WUOTAN, German steamer, 1,016, A. Ott, 6th June—Saloon 2nd June, Rice—Wieder & Co.
 ACTIV, Danish steamer, 355, H. Hygom, 6th June—Haitphong 3rd June, General—A. R. Marty.
 AJAX, British steamer, 1,471, Rawlings, 6th June—Japan 1st June, General—Butterfield & Swire.
 CHELYDRA, British steamer, 1,574, Cass, 6th June—Calcutta 22nd May, and Singapore 29th, General—Jardine, Matheson & Co.
 KONGSK, British steamer, 696, H. McGill, 6th June—Menado 31st May, Timber and Rattana—Order.
 ANCONA, British steamer, 1,888, W. D. Mudie, 6th June—Yokohama 28th May, Mail and General—O. & O. S. S. Co.
 VUENSANG, British steamer, 1,006, Jones, 6th June—Canton 6th June, General—Jardine, Matheson & Co.
 TAI-VICK, German steamer, 903, N. Enke, 7th June—Cheloo 2nd June, Beans—Meyer & Co.
 THAMES, British steamer, 2,101, W. A. Seaton, 7th June—Shanghai 4th June, Mail and General—P. & O. S. N. Co.
 WOSANG, British steamer, 1,197, Sawyer, 7th June—Canton 7th June, General—Jardine, Matheson & Co.
 WOOSUNG, British steamer, 1,109, J. B. Harris, 7th June—Canton 7th June, General—Butterfield & Swire.
 KRIEMHILD, German steamer, 3,000, T. Ehlers, 7th June—Kobe 1st June, General—Stemmen & Co.
 LOO SOK, British steamer, 1,020, A. Benson, 7th June—Bangkok 1st June, General—Yuen Yat Hong.
 AMOY, German steamer, 815, Lehmann, 7th June—Wuhu 1st June, General—Stemmen & Co.

CLEARANCES AT THE HARBOUR OFFICE.
 Chuan, German steamer, for Halphong.
 Cloro, British steamer, for Saigon.
 Fuhun, Chinese steamer, for Shanghai.
 Yungang, British steamer, for Swatow.
 Wandring Jew, American ship, for Manila.
 Lancelot, British steamer, for Saigon.
 Penella, British steamer, for Singapore.
 Deawongse, British steamer, for Swatow.
 Arratoon Apcar, British str., for Singapore.

DEPARTURES.
 June 4, Porpoise, British cruiser, for Manila.
 June 4, Ly-ee-moon, German str., for Canton.
 June 5, Agamemnon, British steamer, for Singapore, &c.
 June 5, Rio, German steamer, for Saigon.
 June 5, Charlers Tours, British steamer, for Kutchinotze.
 June 5, Whampoa, British str., for Canton.
 June 5, Chingtung, Chinese str., for Canton.
 June 5, Mayao, Chinese steamer, for Swatow.
 June 5, Kowloon, British str., for Shanghai.
 June 5, Erie, Danish steamer, for Hallow, &c.
 June 5, Benoit, British steamer, for Shanghai.
 June 6, Bango, Portuguese gunboat, for Macao.
 June 6, Nerstein, German str., for Canton.
 June 6, Canton, British steamer, for Canton.
 June 6, Arday, British steamer, for Canton.
 June 6, Toanham, Chinese steamer, for Canton.
 June 6, Nansham, British steamer, for Swatow.
 June 6, Swatow, British str., for Newchwang.
 June 7, Whampoa, British steamer, for Swatow.
 June 7, Prokett, British steamer, for Saigon.
 June 7, Vantile, British str., for Singapore, &c.
 June 7, Arratoon Apcar, British steamer, for Singapore, &c.
 June 7, Deawongse, British str., for Swatow.
 June 7, Cloro, British steamer, for Saigon.
 June 7, Fuhun, Chinese str., for Shanghai.

PASSENGERS—ARRIVED.
 Per Taiyich, str., from Cheloo—1 Chinese.
 Per Kongki, str., from Menado—7 Chinese.
 Per Taiyich, str., from San Francisco, &c.—Mr. and Mrs. Francis Cass, and Mr. F. Bowles.
 Per Blagno, str., from Bombay, &c.—203 Chinese.
 Per Toanham, str., from Shanghai—31 Chinese.
 Per Monowry, str., from Bangkok, &c.—5 Chinese.
 Per Emerald, str., from Manila—Messrs. Vogel, Glover, and 33 Chinese.
 Per Thales, str., from Taiwan, &c.—20 Chinese.
 Per Empress of China, str., from Vancouver, &c.—Capt. A. Tillet, Mr. E. Ching Cheong, and 50 Chinese.
 Per Canton, str., from Shanghai, &c.—35 Chinese.
 Per Looh, str., from Bangkok—83 Chinese.
 Per Nansham, str., from Saigon—13 Chinese.
 Per Sunghang, str., from Manila—Mr. Roebelen, and 14 Chinese.
 Per Kwong, str., from Shanghai—124 Chinese.
 Per Arday, str., from Wuhu—10 Chinese.
 Per Whampoa, str., from Saigon—38 Chinese.
 Per Acti, str., from Halphong—1 Chinese.
 Per Cheloo, str., from Calcutta, &c.—Messrs. Giles, Yorks, Lindler, and 351 Chinese.
 Per Ancon, str., from Yokohama—Messrs. H. Jeffries, Coughtrie, C. W. Darby, and 5 Chinese.
 Per Whampoa, str., from Hongkong, &c.—Messrs. Gibble, Eyre, and Ken Cheong.
 Per Whampoa, str., from Hongkong, &c.—Messrs. Gibble, Eyre, and Ken Cheong.
 Per Whampoa, str., from Hongkong, &c.—Messrs. Gibble, Eyre, and Ken Cheong.
 Per Whampoa, str., from Hongkong, &c.—Messrs. Gibble, Eyre, and Ken Cheong.

REPORTS.

The German steamship *Kriemhild* reports that she left Kobe on the 1st instant. Had strong north-east winds and rain.
 The German steamship *Nerstein* reports that she left Newchwang, via Cheloo, on the 29th ultimo. Had strong north wind and heavy sea. The British steamship *Cheloo* reports that she left Calcutta on the 2nd ultimo, and Singapore on the 29th. Had squally weather and heavy rain.
 The Chinese steamship *Kwongse* reports that she left Shanghai on the 3rd instant. Had unsettled weather and light variable winds with smooth sea throughout.
 The British steamship *Emerald* reports that she left Manila on the 2nd instant. Had fine pleasant weather throughout, and moderate north-east to south-west winds.
 The British steamship *Belgic* reports that she left San Francisco on the 10th ultimo, and Yokohama on the 30th. Had moderate variable winds and squally weather throughout.
 The British steamship *Arday* reports that she left Wuhu on the 1st instant. From Wuhu to Breaker Point had light wind and fine weather; thence to port had heavy rain.
 The British steamship *Nansham* reports that she left Saigon on the 2nd instant. Had fine weather and light variable winds throughout, and calm sea. The steamships *Wingang* and *Shan* left Calcutta on the 2nd instant.
 The British steamship *Sunghang* reports that she left Manila on the 3rd instant. Had light N.E. breeze and fine weather throughout the passage. On the 5th instant at 11.15 a.m., passed a British man-of-war bound south-east.
 The Chinese steamship *Toanham* reports that she left Shanghai on the 1st instant. Had light to variable southerly to south-west breeze and smooth sea with pleasant weather. From White Dogs to Ocksen foggy weather throughout the passage.
 The British bark *Elizabeth Graham* reports that she left Albany (W.A.), on the 29th April. Had fine weather all the way, and smooth water.
 The British steamship *Monowry* reports that she left Bangkok on the 28th ultimo, and Koh-chang on the 30th. Had fresh south-west winds and rain to Palo Obi. From there to Hongkong had moderate and light variable winds and clear weather.
 The British steamship *Canton* reports that she left Shanghai on the 1st instant, and Swatow on the 4th. Had light south-east breeze with dull and hazy weather and light rain to White Dogs, thence to Chapel Island had dense fog and light breeze; then to port had fine light south-east breeze and clear weather.
 The British steamship *Thales* reports that she left Taiwan on the 2nd instant. Had moderate south-west breeze to Chapel Island; thence to Hengas had thick fog. Left Amoy on the 3rd. Had light north-west breeze to Lookecks; thence had calm and fine weather. Left Swatow on the 4th and had moderate south-west breeze and fine weather to port.

POST OFFICE.

A MAIL WILL CLOSE
 For Swatow, Amoy, and Taiwan—Per *Thales* to-morrow, the 8th at 11.30 A.M.
 For Amoy and Manila—Per *Sunghang* to-morrow, the 8th instant, at 2.30 P.M.

SHIPPING IN HONGKONG.

ABADAO, Japanese steamer, 1,521, H. Selck, 4th June—Nagasaki 30th May, Coals—Mitsui Bishi Colliery.
 BATAVIA, British steamer, 1,561, J. R. Hill, 30th May—Batavia 30th May, General—Dodwell, Carill & Co.
 CRUSAN, German steamer, 621, W. Wendt, 4th June—Halphong and June, General—A. R. Marty.
 DON JOAN, Spanish steamer, 654, R. Beltran, 27th May—Manila 21st May, General—Erando & Co.
 GENERAL WERDER, German steamer, 3,026, B. Blake, 28th May—Yokohama 20th May, Kobe 22nd, and Nagasaki 24th, Mail and General—Meyer & Co.
 HAIPHONG, British steamer, 1,120, W. Y. Hanner, 1st June—Moll 28th May, Coals—D. Laprice & Co.
 LANCLOT, British steamer, 1,564, Cass, 25th May—Saloon 21st May, General—Ara-hold, Karberg & Co.
 CORVIA, British steamer, 410, J. M. Daly, 23rd May—Singapore 16th May, General—Butterfield & Swire.
 PALMA, British steamer, 1,560, W. Taylor, 1st June—Liverpool 28th May, General—Gibb, Livingston & Co.
 SHEHAN, British steamer, 845, E. F. Storell, 4th June—Saloon 31st May, Rice—Kien Tye Loong.
 STRATHALLAN, British steamer, 1,280, R. McKenzie, 25th May—Batoom 14th May, Petroleum—Jardine, Matheson & Co.
 TAI-CHONG, German steamer, 826, Splizen, 3rd June—Saloon 30th May, Rice—Meyer & Co.
 TORRENTON, British steamer, 1,163, Geo. R. Berwick, 2nd Feb.—Hallow, 24th Dec. 1st January, Coal and General—Dodwell, Carill & Co.
 TAIYUEN, German steamer, 674, J. Bruhn, 4th June—Pakhoi 1st June, and Hallow 3rd June, General—Ed. Schellhaus & Co.
 ZAMBEZI, British steamer, 1,690, Edwards, 8th May—Victoria, B.C., via Honolulu and April, General—Gibb, Livingston & Co.

SAILING TIMES.
 ADOLPH, German bark, 869, Westergaard, 28th April—Hamburg 17th Dec. General—Amundsen, Karberg & Co.
 AMON, German steamer, 694, A. Christensen, 24th May—Rajung 1st May, Timber—Ed. Schellhaus & Co.
 CHARMER, American ship, 1,706, J. W. Holmes, 14th May—New York 24th Nov. Kerosene Oil—Jardine, Matheson & Co.
 CITY OF BELFAY, British steamer, 1,416, D. McAlpin, 2nd June—Batoom 22nd April, Kerosene Oil—D. Samsom, Sons & Co.
 COLUMBUS, German ship, 1,420, F. Stover, 28th May—Singapore 19th May, Ballast—Melchers & Co.
 MARK TAYLOR, British steamer, 1,598, C. E. Dukes, 1st June—New York 28th Dec. Kerosene Oil—Hewitt & Co.
 MCCLAVIN, American ship, 1,343, Frank L. Oakes, 25th May—New York 3rd January, Kerosene Oil—Jardine, Matheson & Co.
 OMEGA, British bark, 780, W. Brown, 8th May—Callao 27th March, General—Order.
 PENNY, British bark, 775, Jackson, 7th May—Saloon 20th April, Coals—Order.
 SPINAWAY, British three-masted schooner, 335, J. Ganick, 31st May—Canton (W.A.), 15th April, Sandalwood—Stemmen & Co.
 TAIYUEN, British bark, 1,500, H. Kemmet, 27th May—Guluanyang 16th May, Timber—Order.
 WANDERING JEW, American ship, 1,550, D. C. Nichols, 12th May—New York 18 Dec. Kerosene Oil—Order.
 WM. E. SUTTER, American ship, 1,608, T. B. Brown, 16th March—New York 10th Dec. Kerosene Oil—Jardine, Matheson & Co.
 WM. J. ROTCH, American ship, 1,661, Geo. L. Ray, 28th April—San Francisco 7th March, Ballast—Order.

Intimations.

THE IMPERIAL HOTEL LTD.
 TOKIO, JAPAN.

C. S. ARTHUR, Manager.

THE FINEST HOTEL IN THE EAST.
 (Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of guests. The attractions of Tokyo are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, worders and jugglers make the capital their headquarters.

RATES, \$3 TO \$450 PER DAY.

C. S. ARTHUR, Manager.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY
 THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
City of Peking.....Saturday, 25th June.
City of Rio de Janeiro.....Tuesday, 19th July.

THE U. S. Mail Steamship
 "CITY OF PEKING"
 will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 25th June, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, Oreg. \$125.00
 To Liverpool and London.....315.00
 To Paris and Bremen.....345.00
 To Havre and Hamburg.....335.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES. FIRST CLASS.

DESTINATION.

30 days' Ticket.	Continental Ticket.
Kansas City, Mo., Omaha, Neb. 285.00	295.50
St. Louis, Mo. 295.50	305.00
St. Paul, Minn., Minneapolis, Minn. 295.50	305.00
Chicago, Ill. 295.50	305.00
Milwaukee, Wis. 295.50	305.00
Cincinnati, Ohio 295.50	305.00
Columbus, Ohio 295.50	305.00
Detroit, Mich. 295.50	305.00
Cleveland, Ohio 295.50	305.00
Toronto, Canada 295.50	305.00
Pittsburg, Penn. 295.50	305.00
Niagara Falls, N.Y., Buffalo, N.Y. 295.50	305.00
Washington, D.C., Baltimore, Md. 295.50	305.00
Philadelphia, Penn. 295.50	305.00
New York 295.50	305.00
Boston, Mass. 295.50	305.00
Portland, Maine 295.50	305.00

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service to European Officers in service of China and Japan, and to Government officials and their families. Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways. Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates—
 4 months.....\$337.50
 12 months.....\$395.75
 Time is reckoned from date of issue to date of embarkation at San Francisco. Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. *Tailor, from China and Japan to Europe.* Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havre, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. All parcels will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required. Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 72 Queen's Road Central.

DESTINATION.

30 days' Ticket.	Continental Ticket.
Kansas City, Mo., Omaha, Neb. 285.00	295.50
St. Louis, Mo. 295.50	305.00
St. Paul, Minn., Minneapolis, Minn. 295.50	305.00
Chicago, Ill. 295.50	305.00
Milwaukee, Wis. 295.50	305.00
Cincinnati, Ohio 295.50	305.00
Columbus, Ohio 295.50	305.00
Detroit, Mich. 295.50	305.00
Cleveland, Ohio 295.50	305.00
Toronto, Canada 295.50	305.00
Pittsburg, Penn. 295.50	305.00
Niagara Falls, N.Y., Buffalo, N.Y. 295.50	305.00
Washington, D.C., Baltimore, Md. 295.50	305.00
Philadelphia, Penn. 295.50	305.00
New York 295.50	305.00
Boston, Mass. 295.50	305.00
Portland, Maine 295.50	305.00

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service to European Officers in service of China and Japan, and to Government officials and their families. Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways. Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates—
 4 months.....\$337.50
 12 months.....\$395.75
 Time is reckoned from date of issue to date of embarkation at San Francisco. Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. *Tailor, from China and Japan to Europe.* Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havre, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. All parcels will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required. Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 72 Queen's Road Central.

DESTINATION.

30 days' Ticket.	Continental Ticket.
Kansas City, Mo., Omaha, Neb. 285.00	295.50
St. Louis, Mo. 295.50	305.00
St. Paul, Minn., Minneapolis, Minn. 295.50	305.00
Chicago, Ill. 295.50	305.00
Milwaukee, Wis. 295.50	305.00
Cincinnati, Ohio 295.50	305.00
Columbus, Ohio 295.50	305.00
Detroit, Mich. 295.50	305.00
Cleveland, Ohio 295.50	305.00
Toronto, Canada 295.50	305.00
Pittsburg, Penn. 295.50	305.00
Niagara Falls, N.Y., Buffalo, N.Y. 295.50	305.00
Washington, D.C., Baltimore, Md. 295.50	305.00
Philadelphia, Penn. 295.50	305.00
New York 295.50	305.00
Boston, Mass. 295.50	305.00
Portland, Maine 295.50	305.00

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service to European Officers in service of China and Japan, and to Government officials and their families. Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways. Return Tickets—First Class—Prepaid return tickets to San Francisco will be issued at following rates—
 4 months.....\$337.50
 12 months.....\$395.75
 Time is reckoned from date of issue to date of embarkation at San Francisco. Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. *Tailor, from China and Japan to Europe.* Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railways, to Havre, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. All parcels will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required. Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 72 Queen's Road Central.

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ship Owners and Captains, who call their bunkers direct from the Underlined—
 FRESHNESS of the coal.
 UNIFORMITY of quality.
 FREEDOM from impurities.
 Supply in any quantity on shortest notice.
 Best of weight and measure.
 MITSUI BROS. KAISHA, Sole Agents.
 Yokohama, 4th April, 1892.

Printed and Published by ROBERT FRASER, SMITH, No. 6, Pedder's Hill, in the city of Victoria, Hongkong.

Mails.

CANADIAN PACIFIC RAILWAY CO.'S
 ROYAL MAIL STEAMSHIP LINE,
 CHINA AND JAPAN.
 PROPOSED SAILINGS FROM
 HONGKONG, 1892.
 (SUBJECT TO ALTERATION).

Empress of China | Saturday... | June 18th.
 Empress of India | Saturday... | July 9th.
 Empress of Japan | Saturday... | July 30th.

THE R. M. S. "EMPEROR OF CHINA,"
 R. Archibald, Commander, sailing at Noon, on SATURDAY, the 18th June, 1892, with Her Majesty's Mails, will proceed to VANCOUVER via SHANGHAI, ROBE INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
 (In Mexican Dollars).
 FROM HONGKONG, FIRST CLASS.